The screw steamer City of Baltimore, from Liverpool on the 26th ult., arrived here at about 24 o'clock reland, on the 18th, and brings news two days later shan the previous arrival. This news appeared in most of our morning edition of yesterday.

THE VERY LATEST.

189 Telegraph from London and Liverpeel to Queenstown.]

PROCLAMATION OF GARIBALDI. The Paris Correspondent of The London Times says a news is vital enough, for, according to all human lenlations, we may recken on a rising in Naples be

calculations, we may recken on a rising in Naples be forelone.

The Post's correspondent says, the Austrian Government is affording every facility to the Neapolitan agents at Trieste, in recroiting for a Foreign Legion to replace the Swiss, and for a Body Guard of his Sicilian Majesty. Corps of all nations are engaged and forwraded on to Gaela. Garibaldi has addressed a proclamation to the Neapolitans. The following are extracts:

To ork Brothers or Naples:

Brothers, we have combatted the Austrians; we have fought these insolent opprossors of Italy, and we have fought these insolent opprossors of Italy, and we have bealen them. We have fought as Italians fight when united, and you were not with us. The shout of victory was heard in every dialect except yours, and we know your hearts beat high in the cause of the country; yes, Providence has decreed the union and albance of our family, of this poor Italian family.

Perceipners and pressts labor in vain. In vain they seek to sow discord, to corrupt the hapless people when they have divided often, and so often sold to the trangers in vain. Our brothers of the South have cleared the minds of our brothers of the North. The sons of the Procedas, the Masselellas and the Pieros, have grassped the victorious hand of the soldiers of Palestro and Sun Martino.

WRECK OF THE ROYAL CHARTER.

A gestleman, writing from Bangor, after visiting the wreck on Wednesday evening, says: At dusk the early parts of the ship standing were a small part of the stern, with the wheel and screw-lifting apparatus. She struck at 3 o'clock, on Wednesday morning, and broke up at 7 o'clock. Before striking, her cables parted one after another. She tried to steam off the coast, but the wind blowing a hurricane, she drifted ashore. Blue lights and rockets were fired for several hours before she struck. Several bodies were washed ashore, the majority greatly mubilisted. Men were picking up sovereigns off the pocks, and an efficient guard was much wanted. The Collector of Custons is doing his best to protect the remains of the ship and cargo.

The Royal Charter was built at Queensbury, and handbed in August, 1855. She cost about £90,000, and her market value at the time of her loss, was about £70,000. Insurances on the cargo have not transpired. Passengers arrived this evening from Bangor, taste that the country people had commenced to plunder the wreck.

Levenool, Oct. 27—midnight.

Reporters have arrived from the scene of the wreck. WRECK OF THE ROYAL CHARTER.

LIVENTOOL, Oct. 27—midnight.

Reporters have arrived from the scene of the wreck, and state that the vessel struck at 2 p. m., the strain being too great for the cables. At first but little alarm was felt, but some imminence of a dreadful death was apparent to all. One heroic sailor swam ashore, and made fast a hawser by which several lives were saved, and more might have been had not the vessel parted in two with a dreadful crash, the funnel and machinery giving way. The parsengers and crew were either tilled by the failing masts or perished in the waves.

Four hundred and seventy persons were lost, and only thirty-one saved. All the women perished. There was no pilot on board, the signals made when the vessel reached Point Lynas not having been answered. The bullion, it is expected, will be recovered.

At Bidford, a brig of about 200 tuns has been totally lost and the crew drowned. A boat was washed ashore marked William Robertson. The Anne, of Whitehaven, has been totally lost and the crew drowned. The Eleanor, which drove ashore, was bound from Cardiff for Liverpool. The cargo was landed. The Thistie, of Cardiff, has been totally lost, but the master, with five men, were saved. The Rose, of Padstow, was totally lost, but the master was saved. At Ilfracombe, the bark Marlboro', of Baltimore, struck and became a total wreck in 15 minutes. The crew were saved, with the exception of the second mate. Five other vessels are ashore at Ilfracombe Bay, and breaking up. The accounts from Falmouth state that the Cuba, of White, and another vessels are on the Wenterton beach, total wrecks; twelve hands were drowned.

drowned.

The Silva, of Glasgow, has been totally lost; crew saved. At Pwihelli, a large bark, laden with sugar, went ashore; the crew (Spaniards) were saved, except one boy; it was thought she was bound from Havana for Liverpool. At Rye, the Isabella, of Sunderland, went ashore and broke up; crew saved. The Caroline, of Christiansand, got ashore at Dungeness, and went to pieces; three of the crew were drowned. At Strettan, near Bute, the Beverley, of Cork, is a total wreck; one man lost. At Bristol, three pilot-bouts were sunk; crews saved. At St. David's, Martha, of Meath, is a total wreck; crew saved.

The Herold says that the whole of the Maritime Assurance offices will be more or less affected by the late gale, and that in the principal scaport towns, where there are small local institutions, the result of the disaster will be extremely prejudicial.

ENGLAND AND FRANCE.

ENGLAND AND FRANCE.

The Paris correspondent of The Times reports the state of affairs between England and France as to the Congress as being more encouraging, and it was believed that after all an English Plenipotentiary would take his seat with the representatives of the other Powers, for the purpose of settling the Italian constion. The French expeditionary force to Morocco is to be

ed by two brigades, including two regiments of The London Herald's correspondent says that the

tone of the semi-official journals of Paris is daily be-coming more acrimonious toward England, the Italian difficulty and the Suez Canal affair being the principal The Constitutionnel contains an article on the Suez

The Constitutionnel contains an article on the Suez Canal of a decidedly menacing character.

A letter of the 22d inst., from Naples, states that her Majesty's ship Exmouth has been telegraphed for to Malta, to protect Brtish interests at Naples.

London, Oct. 28.

The city article of The Daily News, dated Thursday evening, says the stock markets are still affected by the distrust and telegraphic alarms, and the closing quotations were is below those of yesterday. Considering the maltitude of disquieting rumors circutated during the last two or three days, prices are well supported. In the share market business was excessively duil. In the discount market there were a few transactions at 21 22 cent, but most of the principal establishments continue to demand the bank rate on good bills. There were no bullion operations at the Bank.

The London Times (City Article) says the aspect of

The London Times (City Article) says the aspect of The London Times (City Article) says the aspect of French politics continues to depress the market, and the news regarding the Royal Charter has for the moment added to the tendency to dullness. At the close of business, however, there was more strength. Money continues in active demand, and in exceptional cases only the rate is below the bank minimum. The market for British railway shares has been dull and flat, and a decline of [12] per cent has taken place in all the heavier descriptions.

REACTIONARY PLOT IN TUSCANY. The correspondent of The Times states that the Tus-can Government have got scent of a plot with a reac-tionary intent, in which, as usual, the Red Republicans and the Marainans were in league with Grand Ducal and priestly authority. The papers seized afford pretty clear evidence of a pretty extensive Reactionary Re-publican plot. The conspirators belong to the upper classes, and possess considerable funds, as they inlisted a number of people of the lower rank, some of whom received as much as 3/10 a day.

THE MOROCCO WAR.

The London Times says it has often dwelt on the impossibility of a period of quiet following a period of success, and now after the war with Austria is conciliated, there cannot be any doubt that France is preparing to interfere in the quarrels of Europe more actively than was expected, and it is quite possible that the French and Spanish forces will combine to carry out the plans for obtaining redress for the insults sat Ceuta. But the subjection of Spain to French influence, and the formation of a system of which France is the chief, and Spain, Piedmont, the Papal States, and Naples, are the dependents, deserves the attention of every politician among us.

A letter, dated Gibraltar, Oct. 16, received at Plymouth by a naval officer, says that the Spanish have there one ship of the line, three corvettes, one sloop-of-war, and three paddle steamers. The French have one three decker, four two deckers, and three smaller vasels. The British forces consist of Marlboro, the Edgar, the Neptune, the Orion, the Princess Royal, the Centurion, the Victor Emanuel, the Conqueror, the Cesar, the Doris, the Scylla, the Cadmus, the Sconrge, and the Lapwing. The Edgar, Neptune, and Princess Royal are expected to sail shortly for England, and the Casar for Malta.

TURKEY.

TURKEY.

The Austrian Lloyd steamer has just arrived, bringing advices from Constantinople to the 22d inst. The nomination of Rupusta Pasha as Grand Vixier has been confirmed. The Commissioners for the settlement of the boundary question in Montenegro were obliged to leave the country, being attacked by the inhabitants. Public order has since been reestablished.

Six Days Later from California.

ARRIVAL OF THE ATLANTIC.

\$1,568,107 in Specie.

[A portion of the following appeared in the greater part of our of yesterday.]

U. S. Mail steamship Atlantic, Pierson, from Aspinwall 2d inst., with mose. and 344 passengers, arrived here at 3 a. m. yesterday. She brings \$1,568,107 in specie. The steamship North Star, hence 20th ult.,

had not arrived at Aspinwall when the Atlantic sailed.

By the purser's report we learn that the Atlantic, which left this city in company with the North Star Oct. 20, reached Aspinwall on the 29th of the same menth, making the run in 7 days and 18 hours. She parted with the North Star when one day out, and has not seen or heard of her since, she not having arrived at Aspinwall when the Atlantic left on her return trip, on the 2d inst., nor had anything been heard

of the Vanderbilt mail steamer at Panama. The news brought by the Atlantic is six days later than that received overland a few days since.

Gen. Scott reached San Francisco on Sunday, Oct 16, and left for San Juan Island the next day. He was received with great enthusiasm.

The Hon. J. C. McKibbin, M. C., and Bayard Taylor and wife arrived in the Atlantic from California. Gov. Weller had not yet appointed a successor to the late Mr. Broderick in the United States Senate; though it was thought he might do so within a fortnight.

During the fortnight ending on the 8th clt., 360 ounces of gold dust from the Walker's River Mines were deposited in the Mint. It averaged only 508 fine, some of it containing more silver than gold.

Dates from Victoria to the 16th October had been received at San Francisco. The Hudson's Bay Company had laid claim to large tracts of land about all their trading posts in British Columbia.

	The following is the Atlantic's specie list:
	T. J. Hand & Co. \$3,000 Met. Bank for C. & M. 20, Butcher & Bros. 6,000 R. Mender & O. Adams. 12,4 F. C. Knight & Co. 4,000 Rueben Mender. 4,1 H. E. Giffen. 3,000 G. W. Messinger. 3, J. H. Coghill. 2,215 Eugene Kelly & Co. 56, Samuel O. Reed & Co. 3,013 Compy & Connor. 10, A. F. Tilton. 3,000 Jennings & Brewster. 11, J. Gordsmith & Co. 14,000 P. Naylor. 10, J. Gordsmith & Co. 14,000 P. Naylor. 10, Schelle & Bros. 22,000 Am. Ex. Bank. 35, H. Cohn & Co. 22,000 Mm. Ex. Bank. 35, H. Cohn & Co. 22,000 Mm. Ex. Bank. 35, H. Cohn & Co. 22,000 Mm. Ex. Bank. 35, H. Cohn & Co. 22,000 Mm. Ex. Bank. 35, H. Cohn & Co. 22,000 Mm. Ex. Bank. 35, H. Cohn & Co. 22,000 Mm. Ex. Bank. 35, H. Cohn & Co. 22,000 Mm. Ex. Bank. 35, H. Cohn & Co. 22,000 Mm. Seligman & Co. 32,000 G. Dehn Durand & Co. 24, De Witt. Kittle & Co. 15,000 A. S. Rosenboum & Co. 20, De Witt. Kittle & Co. 15,000 A. S. Rosenboum & Co. 15, J. Strauss. Bros. & Co. 45,741 L. Finstein & Bros. 5, J. Strauss. Bros. & Co. 45,741 L. Finstein & Bros. 5, John B. Rewton & Co. 17,502 Augustus Elemont. 112, W. T. Coleman & Co. 55,700 Duncan, Sherman & Co. 61, Roberts & Williams. 15,000 Am. Ex. Bank. 24, Tasfie, McCahill & Co. 30,234 Chas. W. Crooby. 12, Kerler. Byrne & Co. 45,00 Eugene, Kelly & Co. 32, Merchan & Co. 45,00 Eugene, Kelly & Co. 32, Merchan & Co. 45,00 Eugene, Kelly & Co. 32, Merchan & Co. 45,00 Eugene, Kelly & Co. 32, Merchan & Co. 45,00 Eugene, Kelly & Co. 32, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Kelly & Co. 320, Merchan & Co. 45,00 Eugene, Ke
	W. T. Coleman & Co 58,700 Duncan, Sherman & Co. 61,
	Roberts & Williams 15,000 Am. Ex. Bank 54.
	A. A. Lowe & Bro 3,000 Wm. Hoge & Co 28,1 J. Keller & Bros 15,890 Newstadter, Bros 18,1
	Rabar & Marrill 13.647; Freeman & Co 36,5
	Caphas Turner & Co 3,000 Freeman & Co 52,5
i	Colin C. Baker 9,958; Wells, Fargo & Co202.
ı	Ross Falconer & Co 4.281 Order 38,
ı	Inner Band & Co 16 0001
ĺ	Ballen & Sander 30,000 Total
ı	

At Bidford, a brig of about 200 tuns has been total-SCOTT. MILITARY DISPLAY-FORTY THOUSAND SOULS

MILITARY DISPLAY—FORTY THOUSAND SOULS ABROAD.

The excitement which has prevailed throughout San Francisco and vicinity, since the receipt of authentic intelligence of Gen. Scott's coming, never has been equaled. In addition to our own residents, the neighboring counties poured in their population, sogreat was the anxiety to behold and wejcome the greatest military chieftain of the age. Of course the city was all agog, and poured her population into the street in holiday attire. Flags were flying to the breeze, and the claims of the hero were spread before the populace, from the nrch of welcome, in the long list of his victories.

Telegraphing of the steamer.

The long-looked for and anxiously expected steamer Golden Age, was telegraphed on the morning of the light at \$\frac{3}{2}\times c'clock, ten miles out. The news spread like wildfire through the city. The military, which had been in anxious suspense for days, ran hurrying to and fro. The citizens gathered in groups upon the sidewalks—cabs and carriages were driven at the top of their speed to the wharf where the steamer would land—expectation was on tiptoe—never before had there been the same exhibition of earnest, disinterested enthusiasm manifested.

A very handsome triumphal arch had been erected

manifested.

A very handsome triumphal arch had been erected across Montgomery street at its junction with Sacramento, under the inspection of Capt. Pease, commanding the U. S. Revenue Cutter W. L. Marcy. It was ing the U. S. Revenue Cutter W. L. Marcy. It was handsomely adorned with wreaths of evergreens and a large number of flags. Beneath the arch were two long and wide strips of white cloth, bearing the ever memorable names of Lundy's Lane, Vera Craz, Cerro Gordo, Chapultepec, Churubusco, Mexico. In almost every street the American ensign displayed its gorgeous folds to welcome the Hero who had so frequently, through a long and useful life, crowned it with victory through a long and useful life, crowled it with victory and brilliant military achievements. Along the whole line of streets through which the procession was expected to pass, the windows, balconies, doors, and all other available spaces were densely studded with ladies and gentlemen, eager to tender a heart-warm welcome to the grand captain and war-worn veteran.

RECEPTION OF THE GENERAL. *
Brigadier-General J. P. Haven had made arrange

Brigadier-General J. P. Haven had made arrangements to tender a military reception to our distinguished guest, and dispatched his aid, Colonel Leonard, to inform Gen. Scott of the fact. The military formed at 10 o'clock a. m., on California street, where they received, in a suitable manner, Brigadier-General Clarke, U. S. A., commanding the California Division of the Pacific Department. Gen. Clarke was accompanied by his Excellency Gov. Weller, and rode in a handsome barouche, drawn by four splendid gray horses. The Companies then marched down to Mission street wharf, where the line was formed.

Gen. Clarke, Gen. Haven, and Gov. Weller then repaired on board the Golden Age, and escorted on shore Lieut.-Gen. Scott and staff, consisting of Col. Thomas, A. A. G., U. S. A., and Col. Lay, U. S. A., Aid and Military Secretary to the General. It is impossible to give an adequate idea of the enthusiasm by which the densely-thronged thousands were animated at the sight of the commanding and well-known figure of the veteran. Peal upon peal of deafening cheers rose in quick succession, and were prolonged beyond precedent. As soon as possible the military and citizens fell into marching order, and moved in procession through our principal thoroughfairees.

zens fell into marching order, and moved in procession through our principal thoroughfares.

THE PROCESSION.

The procession was formed in the following order:
Gen. Haven and Staff, consisting of Col. Leonard,
Dr. Cole. Maj. Gray, and Dr. Hyde.
First California Grayd, Capt. T. D. Johns.
Bisck Hussars, Capt. Houston.
Light Guard, Capt. Ceok.
Independent National Guard, Capt. Moore.
City Guards, Capt. Donne.
California Fraithers, Capt. Dittell.
Marion Rilles, Capt. Rigg.
The Scott Legion, consisting of sixty who have served in Mexico under Gen. Scott,
Commanded by Col. Eaker.

The Scott Legion, consisting of sixty who have served in Mexico under Gen. Scott, Commanded by Col. Eaker.

Barouche drawn by four white horses, with Gen. Scott and Gev. Weller.

Carriage with Gen. Clarke and Staft, and Staff of Gen. Scott. Officers of the Army and Navy.

Citizens, Mounted.

It passed up Folsom to First, thence to Howard, Second, Montgomery, Clay, Kearney, Washington, Stockton, Union, Powell, Jackson, Montgomery, Claifornia, Battery, and to the Oriental Hotel. All along the route the streets and windows, and in many instances the housetops, were thronged with people eager to gaze upon the war-worn and venerable man whose stately figure, sitting with military uprightness in the barouche, was the one object of general interest. On each side of the vehicle walked two policemen, whose particular (but not always effectual) object seemed to be to keep people from being crushed under the wheels.

whose particular (but not always effectual) object seemed to be to keep people from being crushed under the wheels.

The moving thousands pressed around the carriage, running before and beside it, gazing up with affection ate interest into the face of the old General, who removed his hat at every moment and bowed to the right and left as the shouts went up to do him honor. It was indeed a proud moment for the soldier. The windows along the route were graced by the presence of bevies of ladies whose smiles and the waving of their hand-kerchiefs were duly responded to by the General. On Folsom street the crowd was so dense that for some time the moving of the procession was impeded. But on Montgomery Street the throng was the most numerous. From Post street, entirely through its length, that thoroughfare was packed with people. Every doorway, window, and balcony had its tenants.

As the baronche approached the triumphal arch, at the corner of Sacramento, a mammoth floral wreath was lowered immediately into the lap of the old man

by the hands of Miss Mary E. Wainwright. As it reached him, Gov. Weller passed it over the head of the General, so that it rested partly on his knees. It was a beautiful and touching incident, and evoked tromendous cheers from the assembled multitude. Here the enthusiasm seemed to reach it climax. The throng gathered about the barouche, clung to the wheels, shouted, and every way testified to their pleasure at seeing the brave old chieftain. In various places there were appropriate mottoes and flags, especially in the vicinity of the triumphal arch and st Winter's paint-shop, on Washington street, above Dupont. The day was particularly beautiful—not too much wind, and a clear blue sky. Vehicles and horsemen abounded; as the procession was in motion, when the churches were dismissed, the throngs were proportionally increased by the presence of the people dressed in their best.

ARRIVAL AT THE ORIENTAL HOTEL.

in their best.

ARRIVAL AT THE ORIENTAL HOTEL.

At 2 o'clock the procession reached the Oriental Hotel, where, forming in line, the barouche passed by, receiving a sainte a la militaire. The General then alighted and passed into the hotel, where he was conducted to the parlors.

At the urgent and repeated calls of the assemblage the old here appeared mean, the lower halower halow

ducted to the parlors.

At the urgent and repeated calls of the assemblage the old hero appeared upon the lower balcony of the hotel, and made a short address. We were at too great a distance when he commenced speaking to hear the first of his remarks. He alluded, feelingly, to the compliments which had thus been paid him by his fellow-citizens. He saw around him many with whom he had had the honor to serve as a soldier.

Among these, he signalized General Clarke, for whom three cheers were given. He alluded also to Governor Weller, who had served likewise in Mexico with him, and who had done him the honor to participate in these civilities. The General regretted that he had been so circumstanced as to be obliged to land on Sonday. "I am," he said, "a church-going man. I have not failed to go to church on a Sunday for forty years, whenever it was possible to attend. I am always sorry to stay away from Divine service. But perhaps the better day the better deed. I thank you all from my heart for the honor which you have extended to me, in welcoming me among you. May prosperity attend you all. God bless and reward von."

The voice of the veteran was somewhat enfeebled, we thought, with age, but his mien was majestic and erect. He gesticulated with much suavity and dignity of manner, now and then bowing and laying his hand on his heart, like a true gentleman of the old school. The audience hung on his words, as if they idolized the old man who had so gallantly borne the American flag to honor and victory.

On his retiring, which he did amid prolonged cheer-

the old man who had so gallantly borne the American flag to honor and victory.

On his retiring, which he did amid prolonged cheering, Gov. Weller was called for, and said that in introducing Gen. Scott to them he did not think it necessary to say who he was. He had been identified with the glory and military renown of America in nearly every great battle since the days of the Revolution. His deeds grout battle since the days of the Revolution. His deeds of gallantry were engraved on the hearts of his countrymen, and will be commemorated in all history; and long after he has gone to a brighter and better sphere. Americans would make a pilgrimage to his tomb, and there recount his worth and renew his fame. He was glad that it had been his good fortune to welcome the General to California. No matter what difference of opinion might exist, all could sincerely unite to do honor to the old chieflain. God grant, continued the speaker, that he may long live to be the recipient of continued honors from his fellow-countrymen. No man has done so much as he toward the acquisition of the beautiful country we now occupy. The General has a recipided us that it is Sunday. "You had better the beautiful country we now occupy. The General has reminded us that it is Sunday. "You had better "be employed in your respective churches than listening to me in the balcony of a hotel." [Voices—"No!"] Well, then, that is an honest difference of

Three cheers were given for the Governor as he re-Three cheers were given for the Governor as he retired. Col. Baker was then called upon, who addressed the throng in a few pertinent and happy remarks, when Gen. Clarke was loudly called for, and three rousing cheers given for him as he appeared. He briefly thanked the assemblage for the honor, and was most happy to be present to mingle with the testimonial to Gen. Scott. For what attentions had been shown to him, he again returned his thanks, and begging his auditors to excuse him from making a speech, he withdrew, but not before the gallant old officer had been greeted with prolonged cheess.

Last evening the General received some visitors, but being wearied with his voyage and the excitement of the day, he retired early.

Incidents and them of the day.

A man, whose name we are unable to learn, was

the day, he retired early.

INCIDENTS AND ITEMS OF THE DAY.

A man, whose name we are unable to learn, was blown into the bay by the premature discharge of a gun on board the steamer Northerner, during the salute fired in honor of Gen. Scott. He was picked up and carried to the United States Marine Hospital. It is supposed he will have to lose his right arm, which is half shattered. It was for some time difficult to find any one to carry him to the hospital, until a carman known as "Dutchey," kindly performed the service.

A gentleman had his pocket picked of a watch, on Second street, in the crowd.

On Sacramento street, near Montgomery, two horses attached to a carriage took fright at the passing procession, and, in their curveting, threw a boy out not the street, somewhat injuring him.

In passing down Jackson street, a bevy of Mexican beauties stood gazing at the old General, when one of them screamed out in her native language: "Look, look! there's the King of Mexico. Good save the good old man!"—alluding, doubtless, to the fact known to many that a proposition was made to the General, while in Mexico, to take the supreme charge of that country.

The General stated, after his arrival at the Oriental

untry.
The General stated, after his arrival at the Oriental The General stated, after his arrival at the Oriental Hotel, that his reception was as unexpected as it was flattering and gratifying to him. He had but a faint idea of how fine a city had grown up here in the last ten years, and though aware of the population, he was unprepared to see so many well-dressed people and such evidence of wealth, prosperity, and social advancement. On arriving at the hotel he shed tears at the unlooked-for compliments that had been paid to him.

him.

Just before the disbanding of the Mexican campaigners, on the motion of Col. E. D. Baker, a committee of three, consisting of Major Daniels, Captains Freelon and Duscan, was appointed to tender a complimentary dinner to General Scott at such times as he may designate. This must, of course, be after his return from the North, as he leaves for Victoria and Oregon in the Northerner.

his return from the North, as he leaves for Victoria and Oregon in the Northerner.

It is estimated that more than forty thousand people stood along the route of the procession to welcome the old hero to California.

Letters from the Secretary of State at Washington

Letters from the Secretary of State at Washington have been received by Capt. Pease of the Revenue cutter Wm. L. Marcy, and by the commander of the United States steamer Shubrick, to place themselves under the exclusive orders of Gen. Scott during his stay upon the Pacific coast. The Shubrick, we understand, is already under sailing orders for Puget Sound. It is quite evident from these facts, as well as from the tone of the Eastern papers, that a greater degree of importance is attached to the San Juan Island affair than has been the case on this side of the continent. Salutes were fired during the day by the Monumental Engine Company on the Plaza, Fort Point Alcatraz Island, and by ships in the harbor.

catraz Island, and by ships in the harbor.

CIVIC AND MILITARY VISIT.

In pursuance of an order issued by Brigadier-Gen.

J. P. Haven, the commissioned officers of the Second
Brigade, Second Division California Militia, assembled
at the quarters of Gen. Haven, when they were joined
by the President and members of the Board of Supervisors. The officers formed and acted as an escort to
the Board, who proceeded to the quarters of Gen.
Scott at the Oriental Hotel, where they paid their respects to the distinguished chief. After the reception
the officers and members of the Board of Supervisors
accepted a collation at the Union Club, tendered by
Mr. Teschemacher, President of the Board.

COMMUNICATION TO GEN. SCOTT.

COMMUNICATION TO GEN. SCOTT.

The following communication was addressed to Licut.-Gen. Scott, from a large number of the officers who served under his orders in the Mexican campaign:

who served under his orders in the Mexican campaign.

To Liett-Gen. Winfield Scott-Sir. Your old filed who have served under you in your various glorious battles at campaigns desire to meet you for congratulation and the late change of good wishes.

They do not desire to make this a public occasion, but an informal meeting of old friends and soldiers. It seems to then that in some sort you over it to those who have stood by you that most perilous times, as tried soldiers, and brothers aike it dangers and in triumphs, to meet them as brothers in a prival and friendly way at the domestic hearth or the festive boar. We have been appointed a Committee by the Company of Versans who had the honer to escort you yesterday, to request you to dine an familie with them at such time as may be convenient by you.

to dine en famille with them at such time as may be convenient to you.

Allow us in the most earnest manner, to urge you to give us all this opportunity of taking you by the hand, and in this land, gained by your victories, and which we have made our homes to indulge in the teening memories of our common past, and in aspirations for your continued clory and happiness.

JOSEPH DANIELS.

Late Major U. S. Q. M. D.

T. W. FREELON.

Late Captain 12th U. S. Infantry.

WM. L. DUNCAIN, Volunteers.

Gen. Scott has postponed his answer to the above communication until his return from the north. In the mean time, all persons who have served under the General, and desire to join in the reception, leave their names with Capt. Duncan, at No. 144 Washington street. DEPARTURE OF THE GENERAL.

DEFARTURE OF THE GENERAL.

Lieut. Gen. Scott departed for the Island of San Juan, on board the Pacific Mail Steamship Company's steamer Northerner. The steamer was to sail at 5 o'clock, but long previous to that hour a large multitude had collected in front of the Oriental Hotel, to do the parting honors to the veteran. An equally large number had collected on the wharf for the same purpose. The California Guard, Capt. Johns, preceded by the excellent band of the 3d Artillery, U. S. A., under the orders of Gen. J. C. Haven, formed in front of the Oriental to act as escort for Gen. Scott. At twenty minutes before 5 o'clock the gallant chief of the U. S. Army issued from the hotel, accompanie

by Gen. Haven, and Judge Hoffman, of the U. S. District Court, together with the U. S. officers composing a portion of his staff.

As seen as the lowering form of Gen. Scott was seen, the California Guard fired a salute of lifteen guns, and

the California Guard fired a salute of lifteen guns, and he was escorted to his vehicle, the same used by him in the procession. The California Guard then formed an escort, preceded by the Third Artillary Band, and, accompanied by hundreds of citizens on foot, proceeded to the Northerner. The whole route was thronged with eager spectutors, who immediately fell in and joined the procession. On arriving at the boat, the General was received with deafening cheers, which were recognized in a graceful and dignified manner by the distinguished chief.

Capt. Dall, waited at the gangway and tendered the hospitalities of his ship to Gen. Scott, who walked ou

hospitalities of his ship to Gen. Scott, who walked on board amid the strains of the band, which played "Should auld acquaintance be forgot" in fine style. The General then mounted the hurricane deck, and The General then mounted the hurricane deck, and waved a graceful adien to the assembled and enthusiastic multitude. As the steamer drew majestically away from the wharf, cheer upon cheer was given in honor of the departing hero. Salutes were fired by the shipping in the harbor as the steamer left the dock and glided past them; flags and streamers were run up, and everything displayed the earnest affection entertained for Gen. Scott by the people of Cahfornia.

PARTING HONORS TO GEN. SCOTT.

The steamer Shubrick, Commander De Camp, U. S. N., accompanied the Northerner on her way to Puget Sound, in honor of her distinguished passenger, Gen. Scott, as far as the heads. She carried with her a number of officers of the United States Army and Navy, the commissioned officers of the 3d Brigade of the 2d Division of California Militia, and a great number of citizens who were anxious to postpone as long

the 2d Division of California Militia, and a great number of citizens who were anxious to postpone as long as possible a separation from the old Mexican hero. As the Northerner passed the revenue-cutter Wm. L. Marcy, Capt. Pease, she fired a salute, as did other vessels in the harbor. As the two vessels, the Northerner and the Shubrick, parted company, salutes were exchanged, enthusiastic cheering rent the air, the old General raised his bat in recognition of the parting, and with feelings of the warmest enthusiasm and admiration, the crowd on board the Shubrick returned to ion, the crowd on board the Shubrick returned to the city.

The Board of Supervisors having waited upon General Scott, Brigadier-General Haven approached with a Chinaman (whose name we believe is Tong Achiek), gorgeously dressed up in silks, satins and furs, and introduced him to the Lieutenant-General. He shook the Chinaman kindly by the hand, whereupon Tong Achiek made a capital little speech, wherein he stated that he was deputed by his countrymen, as their representative, to proclaim to the Commander-in-Chief of the American forces, their high esteem and admiration of his great achievements. He wished him prolonged health and happiness, and ended by stating that it gave him unmitigated satisfaction to be the authorized expressor of his countrymen's feelings and good wishes. Gen. Scott replied, by saying that he was grateful for the kind feelings of the Chinese residents expressed toward and for him. He alluded to the kindly relations which existed between America and China in the latter empire, hoping they would continue always aninterrupted, and concluded by trusting that, under the free institutions of America, our Californianized Chinese would live happily.

Mr. Tong Achiek then retired. The General was very much surprised, of course, by this singular visit and address; but the Chinese deputy spoke in such pure English, and acted with so much feeling, that it was really enough a matter of wonderment to all present.

Markets.

From The San Francisco Herald, Oct. 20.

Since our last issue we have experienced several dull days in our city in the shape of produce dealing. The only material variations we have noticed are in regard to Barkey and Foravoss. In the latter part of last week Foravoss seemed to decline 5 the loc. 2 100 b, and since the commencement of this week they have nearly regained their former figure, but not quite. On Monday last nearly double the quantity was received that has been during any day thus far in this month, while yesterday the received that is most while yesterday the received the week in the price is a shade higher for the inst two days, and the demand fair. The best average price yet paid has been about \$\pm\$ 170.

Flour rubs about at the same prices for the same brands—the only deviation being where it has been for each at a slight decline. Earth brands seel at \$\pm\$ 5 50 \$\pm\$ 7, and the same smally some 3,000, or over, or, sacks daily.

Wifigar—Sales of 100 sacks choice at \$\pm\$ 1721, and 100 do, inferior at 1 ic. 200 do, fair at 190.

COME 3,600, or Over, qr. wacks daily.

Wikkat-Sales of 160 sacks choice at \$1.72\frac{1}{2}\$, and 100 do. in
erior at i.e.; 200 do. fair at 14c.

BARREY-1,000 sks., in lots, at \$1.55; 250 do. choice at \$1.57\frac{1}{2}\$;

00 do. coast, \$1.52\frac{1}{2}\$.

OATS-200 sacks good at \$1.65, and 140 do. choice at 14c.

MALT-6,000 fb. San Francisco at 5c.

ON100x-1obbing at 24 375c.

POTATORS-Sales of 4,000 bags Bodegs at \$1.30 \(\pi \) \$1.50; 50 do.

etslumma at \$1.47\frac{1}{2}\$; 500 do. Bay at \$1.12\frac{1}{2}\$ \(\pi \) \$1.20 \(\pi \) 100 fb.

BERNS-100 bags White Fea at 35c.

BUTTER-46 firkins choice Eastern, pt; 31 do. ordinary do pt.

HAT-Sales of 30 tune fair quality at \$1.60 and 25 do. choice it \$20 \(\pi \) tun.

t \$20 P tun.
TURPENTINE—1,000 gallons on private terms.
CANDLES—100 boxes French sold on p. t.

SOUTH AND CENTRAL AMERICA.

The semi-monthly mail reached Panama on the 21st October, bringing dates from Chili to Sept. 30, and from Peru to Oct. 12.

On the 18th September, during the celebration of the anniversary of Chilian national independence, General Vidgurri Seal, Governor of Valparaiso, was shot by rioters, who seized the arms of the National Guard. The riot was instigated by the leaders in the late revolution.

There was no other news from Chili. Business dull, and no change in markets.

Our remaining advices from other quarters are not of marked inportance.

PANAMA.

News from Bogota to Sept. 17 had been received at Panama. But it was not important. The revolutionary spirit was yet alive, but not very active. In Santander. Cauca, Bolivar and Magdalena, it is more formidable, and the Federal Government is set at de-

The President has convoked the Congress for February, 1860; but it was doubtful whether it would essemble. If not the Cass-Herran Convention will have to remain another year without ratification, uness the United States insists upon action.

Everything was quiet in Panama.

PERU.

By the steamer New-Granada, The Panama Star and Herald has late intelligence from Peru. Annexed is an extract from a letter dated Callao, Oct. 16: is an extract from a letter dated Callao, Oct. 16: Last night a revolution was anticipated here, all the stores were shut up at 10 o'clock, soldiers parading through the streets, but it all ended in smoke—perhaps a further movement may be expected, but it must be well concocted to last. The Chilian Minister was murdered in Chorillos for

Loss of the Bark Rienzi-The Mate and Five SEAMEN LOST.—The American bark Rienzi, 422 tuns, of Boston, Capt. Seabury, sailed from Arica (Peru) for

of Boston, Capt. Seabury, sailed from Arica (Peru) for Rotterdam, or Aug. 19, with a cargo of nitrate of soda. On the 20th, when in about lat. 27° 4° 8., Ion. 96° 30° W., a strong gale blew from the E. S. E., and the vessel was put under double-reefed topsails; but the gale increasing, with a heavy sea, the vessel labored heavily; she was next day put under close-reefed topsails, and, though she shipped a great deal of water, the pumps showed that otherwise she made no water. At 4 p. m. on the 20th the pumps were tried, and she was then light, but at 6 p. m. she was found to be leaking fast, and, though both pumps were kept going, at midnight she had 44 feet of water in her hold.

On the morning of Seytember 2d, the gale still con-

on the morning of September 2d, the gale still continuing, the vessel became unmanageable, and was settling down in the water; whereupon preparations were made to abandon her. By 2 p.m. the boats were lowered and all got in, taking a small quantity of bread and nrovinions.

of bread and provisions.

The hoats set their sails and kept together, being in

of bread and provisions.

The hoats set their sails and kept together, being in sight of the sinp, until 4 p. m. when she was seen on her broadside, and her bows under water.

Owing to the heavy sea running, the boats came to with drag and kept together until 2 o'clock on the morning of September 3d, when the mate's boat was last seen and spoken by the captain. At daylight the boat was not vissible, and Captain S. supposes it almost certain that it foundered in the heavy sca.

The provisions running short, the crew were now reduced to half a biscuit and half a pint of water a day, and this was again further reduced to 1½ oz. of bread each, and a gill of water.

On the 23d, George Wilson, seaman, a native of England, died from exhaustion, and all the men were so overcome with fatigue, exposure and hanger, that they could scarcely manage to steer the boat. On the 30th September, after twenty-eight days in an open boat, and as the unfortunate sufferers were reduced to their last day's scanty supply of bread and water, the coast of Pern was reached, about 70 miles below Tumbes, and forturnately at a spot where there was a small Indian village. On being perceived from the shore, the Indians put off in their balsas, anchored the boat and conveyed the now helpless crew on shore, where they afforded them every relief in their power. After four days' rest, the party again started for Tumbes, which they reached in safety, and were kindly taken on board the whaling bark Edward, of New-Bedford, and received every attention from the captain and crew.

Capt. Seabury in a few days again started for Paita

in the bark Clara Bell, where he also received every kindness. His men helft sick in Tumbes—Edward Sweeney, seaman, of Brooklyn, being very ill and not expected to live. The captain and all his men were

covered with boils from head to foot, and suffered the usual consequences from long exposure and star-

Capt. Seabury arrived in this city in the steamer

Valparaiso, and is on his way home.

The following is a list of the men lost in the mate's

boat:
James Frailey, mate, native of Liverpool; John Hargraves, steward, Liverpool; George Williams, seaman, England; Robert Warren, do. do.; Thomas Cunningham, do. do. Franklin Cost, do., France.

NICARAGUA.

The U. S. steam frigate Saranac returned to Panama on the 25th of October from her trip to San Juan del Sur to protect the transit of the mails across the 1sthmus of Nicaragua, if they were sent by that route. Seam of Nicaragua, if they were sent by that route.

"We have no news of consequence by this arrival:
"We have no news of consequence by this arrival:
the country is said to be quiet at present, and trade
exceedingly dull. It is thought that San Juan del
Sur will be entirely deserted in a couple of months
more, as the inhabitants of the place can barely procure a living, and there is neither money nor business
there. there.
"The Saranac passed a hermaphredite brig bearing

the Ecuadorian flag, and crowded with people; she was supposed to be bound for Nicaragua.

"The Commander, officers and crew of the Saranac will leave on the steamer Atlantic for New-York, about the 1st November, their relief being expected out on the same steamer.

SCIENCE, INDUSTRY AND INVENTION.

NOVEL MACHINERY FOR BAKING BREAD .- Messes. W. R. Nevins & J. J. Yates of this city, send us the following description of machinery recently invented and patented by them in this country and Europe:

and patented by them in this country and Europe:

"It has been hitherto found impossible to manufacture load bread dough perfectly by machinery, from the raw materials, flour, water and yeast. But after a long and ardnons course of experiments in making biscuit and cracker mahrinery, during the last 35 years, the inventors are able to present to the world a superior and economical combination of labor-saving machinery, which sets its own dough into the even to be baked, and when it is properly baked into bread, biscuits or crackers, the oven delivers at the appealse and, into bakets or upon an endiess apron, which earlies it up to the loft above, without the expense of setting, or dessting, by hand labor, which has been the case in every bakery throughout the world, until the said invention was discovered by the said inventors.

"The following is a description of the mode of operation of the said unechinery: The four is sifted through a sifting machine: then it is put into the mixing machine. The dough nixting and kneeding is not only accomplished by this thoroughly snd properly, but also, continuously, and of any consistency required, snipect to the will of the operator, at the rate of one barrel of four in every fideen minutes, with comparatively little power.

"The greatest difficulty that inventors have to contend with in dough mixing machines, is to distribute the particles of four, so so to bring them in direct contact with the liquid, and to avoid the formation of lumps in their dough.

"After the mixing and kneeding is finished, the dough is put through a preparatory machine, which relist to its proper thickness, and carries it to the feeding board of the bread, biscuit, and cracker machine.

through a preparatory machine, which rolls it to its proper thickness, and carries it to the feeding board of the bread, biscuit, and cracker machine.

"This machine rolls out the dough, and cuts it into leaf bread, ship biscuits, and crackers of every description. The said machine combines the rotary with the reciprocating and intermittent prepressive motion, to correspond with the speed of the oven's hottom, so that as the dough is rolled and cut into breadstuds, it is carried forward by the apron of this machine to the end of the stretchers, which extend into the mouth of the oven. "The oven is nedless bottom, made of metallic plates, which revolves at the same speed of the apron of the biscuit-machine. The oven is very simple in its construction, but durable and complete in its operation. After suitable fires are built in the furnaces, at either side of the bridge wall, and an intermitient progressive motion is given to the endless apron, to correspond with the apron of the biscuit-machine, the dough cut into biscuits and crackers of every description, is successaively deposited in rows upon the metallic plates of the endless apron, as they reach a horizontal position, over the hexagonal sides of the roller by which they are moved, and are moved gradually through the oven to the sin, in which an equal and high degree of heat is given by the heat, smoke, &c., from the furnaces, passing in reverse directions through their hot-air chambers, or flues, above and below the oven's bottom. By this arrangement, no smoke, dut, or dirt can get upon the breadstuffs when they are nation." This oven has a very great advantage over any other in use,

smose, dist, or airt can get upon the backstain.

"This oven has a very great advantage over any other in use, and by the machinery setting its own dough to be baked, and delivering it when it is properly baked, without the expense of setting or drawing it by hand labor, a saving of 50 per cent is effected in the manufacturing of breadstoffs, by employing this combination of machinery and oven."

IRON SHIP BUILDING,-Mr. Delamater, foot of West Thirteenth street, this city, has provided his yard with all the necessary machinery and tools, consisting of a furnace, heavy punches, shears, lathes, &c., and is intending to do an extensive business in iron ship building. The first ship, now in course of construction for Messrs. Mora Bros., Navarro & Co., will be ready to launch in about three weeks. Though something less in size than some built at Wilmington and Boston, she is said to be the first truly iron ship ever constructed in this country-other American ships departing from the English standard of "A 1," in having their deck beams made of wood, while this is made entirely of iron, in exact accordance with the English

specifications for a first-class vessel. Her dimensions are: 205 feet on the main deck, 220 over all, 294 feet beam, 8 feet between decks, and 124 feet hold. She is made of large plates of iron riveted together in the ordinary manner, thickest at the bottom and lighter as they rise, the plates being i inch thick at the keel, } to } inch on the bottom, and from } to } on the sides. Her beams, braces, &c., being made wholly of iron and firmly riveted together, she is supposed to be much stronger than the best wooden ship of the some weight, and of course economizes the space otherwise occupied by large beams and timbers, though the principal economy of iron ships, especially in hot climates, is their durability. They cost about fifty per cent more than wood, but their low rate of insurance and slow depreciation in value are said to more than balance the difference in first co-

NEW INVENTIONS .- Mr. J. T. W. Whitley of Hoboken has recently invented an "Improved Portable Cooking Apparatus," with which, by the use of a spirit lamp, or jet of gas, one or two persons may be supplied with tea or coffee, eggs and broiled steak, or other meat, in a very few minutes, when the whole thing may be conveniently packed away in one corner of a trunk or other suitable place, where, owing to its compactness, it will occupy but little room. It is

convenient thing for travelers, or small families. Mr. W. has also a new Shade, or Curtain for Windows, particularly applicable to workshops and manufactories. They are so constructed with a wooden frame and thin muslin or gauze, as to answer the purpose of a double window in Winter, admitting the ght without the cold air, while in Summer they may bright rays of the sun.

A NOVEL WORK .- A considerable piece of engineerng has just been completed in Southern France, a few miles north of the Pic du Midi, and about an equal distance from Bagneres de Bigorre. It is the excavation of a subterranean communication from the Lac Blen, a beautiful little sheet of water, the charm of that fashonable watering-place, to the River Adour. The lake has an area of only 120 acres, but it is 7,000 feet above the level of the sea, and very deep, and it is estimated that a stratum of 70 feet deep may be taken off during the Summer months for purposes of irrigation along the banks of the Adour. The tunnel was run under the bottom of the Lake, and up to within a few yards of its bed, where a large room was excavated, into which a communication was made by submarine blasting, charges of from 60 to 120 pounds being let down to the bottom of the Lake.

SLEEPING CARS .- As this subject is attracting the general attention of the public, and the especial attention of Railroad Companies and inventors, we publish for the information of inventors, and as a caution to purchasers, the claim of a patent granted to Henry B.

purchasers, the claim of a patent granted to Henry B. Myer in 1854, and amended May, 1859:

"What I claim as my invention, and desire to secure by letters patent, is; 1st. The use of the backs of car seats for forming upper horizontal beds or lounges, substantially as set forth. 2d. So arraping the backs of continuous seats that they may meet and remain in the same horizontal plane, substantially as and for the purpose set forth. 3d. The use of a cushioned surface intermediate between the cushioned surfaces of two car seats, so as to form with the same a horizontal bed, berth or lounge, and intermediate cushion forming an attachment to and appearing as part of the car seat when not adjusted to aid in forming a berth, bed or lounge, substantially as set forth. 4th, Forming a continuous line of lower horizontal beds, berthe or lounges, of a series of car seats, in railroad cars, by uniting the several sets so as to fill up the entire space between the seats with adjustable cushioned attachments of the seats, whatever be the character or disposition of said attachments, so long as they form and appear as parts of the seats, when not adjusted to form said continuous line of lower beds, berths or lounges, substantially as and for the purposes set forth."

THE WORLD'S WEIGHT .- Mr. Bailly, the President of the London Astronomical Society has been for six years weighing the world in different ways, and is now sure that he has obtained its specific gravity so nearly accurate that his figures cannot err more than 0,0058. He places it at 5,6747. The total weight of the world in gross tuns of 2,240 pounds according to his scales is (6,062,165,592,211,410,488,889) six thousand and sixty-two millions, one hundred and sixty-five thousand, five nundred and ninety-two billions, two hundred and eleven thousand, four bundred and ten millions, four bundred and eighty-eight thousand, eight hundred and eighty-nine tuns.

A New and Ingentous Alarm in Cases of Beacherring of dwelling-houses, and other buildings, of late years, has set at work the ingenuity of electricians and mechanics to defeat and prevent the successful prosecution of this crime. Many alarms have been invented and patented within the last two or three years, some of them displaying much skill and ingeniuty, but all open to objections which have greatly retarded their general use. Some of them require numerous wires, batteries and magnets, with complicated macinety, which not only render them difficult to manage and keep in order, but are very expensive: others, more simple, but partially perform the daty required of them, and are easily put out of order, and are not at all times reliable. The desideratum has been to produce an alarm which should at the same time combine perfect reliability and a distinct indication of the point attacked, with simplicity and economy. This has, we believe, been at last accomplished, in the improved Electric Honse and Burglar Alarm, for which letters patent were issued Oct. II, to George F. Milliken of this city, an experienced electrician, and for several years past an operator in the office of the American Telegraph Company. By this instrument, which is very simple and ingenious, and occupies but a very small space, every door and window in a hoose or other building may be connected on one wire and circuit, thus requiring but one magnet and battery, and the surreptitious opening of any such door or window will be instantly known by the ringing of an electric alam bell. An indicator or indicators (for as many indicators may be placed in circuit as shall be necessary) is attached to the apparatus, a glame at which will show the precise point of attack. By the use of this simple and economical alarm, burglaries may be entirely prevented, and people sleep in peace and eccurity, assured that should danger threaten them they will at once be aroused by the faithful and ever watchful bell, and the precise spot where the danger exists at A NEW AND INGENIOUS ALARM IN CASES OF BURG-

LONDON GOSSIP.

one must go very early to hear Mr. Spurgeon; for, ar-riving at the gates at 1f o'clock on Sunday last, wo

Correspondence of The N. Y. Tribune.

London, Sept. 28, 1859. Although the Surrey Gardens are of great capacity,

riving at the gates at 1f o'clock on Sunday last, we found them closed by the police, and nothing could induce them to let us in, as the place was quite filled with 13,000 people. We chanced to pass that way an hour afterward, and it was an interesting spectacle that of seeing the vast multitude quietly issuing from the gates, with all the order and decorum of a less numerous congregation from the doors of the established church. Mr. Spurgeon comes out of a private adjoining gate, hat in hand, smiling and bowing to the people, who seem just ready to cry out with euthusiasm, for surely he is much admired and revered by them. Such good-natured crowding, and "shouldering, eager for a smile," I have not seen in New-York, except at the ovations to Kossuth and Field! Mr. Spurgeon is exceedingly youthful-looking, and if he had but a neek I would call him handsome, for his complexion is as fair as any English girl's—with full cheeks, bright teeth and eyes, and a profusion of dark-brown hair, neatly coeffe. He dresses in rich, immaculate black, and stepped in his stylish carriage, where his wife and child were awaiting him, with the elegant case of a gentleman born to it, and from his carriage windows, still uncovered, continued smilingly to acknowledge the salutations of the people as long as they could see him. His great Tabermacle, near the Surry Gardens, is being erected with all dispatch, and at the late laying of the corner stone, he facetiously denied a newspaper story, that an old lady, dying, had left him some money, and, moreover, said: "I hope no one will "leave me any money, for I fear that, like other minimaters, I might discover, simultaneously with the "touching the fortune, that I was afflicted with brone totits, or something which disables us from preaching the Gospel!"

The mischief and inconvenience of the peculiar system of distinctions between the Barristers and Solicifound them closed by the police, and nothing could in-

"touching the fortune, that I was afflicted with brone chits, or something which disables us from preaching the Gospel!"

The mischief and inconvenience of the peculiar system of distinctions between the Barristers and Solictors at the English bar were illustrated at a late circuit in a northern county, where, on the calling of the calcendar by the Judge, the Solicitors, present with their clients and witnesses, answered ready, but all the Barristers happened to be absent, some in other Courts and some on their journeys. It was stated to the Court by a number of Solicitors, that in all their causes the Barristers had been duly retained, but in few instances had the briefs been placed in their hands by reason of constant pre-engagements; and they, the Solicitors, being quite ready and prepared to proceed to trial, and having their clients consent thereto, would ask permission of the Court to go on without the presence of the Barristers. His Honor would not listen to such a proposition, and said that the ancient and sacred rights of the profession were at stake! After waiting all the day, and the barristers not arriving, the Court adjourned for the term without transacting any business, and solicitors and clients were left to swear or laugh, as most inclined. As the solicitors are oftentimes cleverer than the barristers who alone can address the Court, and are always much better acquainted with the causes, there does not appear to be any sound, reason for a continuance of the present practice, and I confidently look for an early reform in this peculiar age of English reform. As in the United States, a few leading counsel get nearly all the good business, and some of them make handsome livings, say from \$50,000 to \$30,000 per annum. But here, as at home, it is expected that the cleverest and most admired of the bar will liberally expend their money, and to get rich at a regular practice argues something not compatible with the character of a good fellow! A barrister of ten years standing told me that unless a soli

I think it must be admitted that, as a general thing, the Bench and Bar of England are superior in learning, ability, and dignity to what is met with in the Union; and the reasons are therefore, to my mind, so be found in the higher degree of attainments and larger course of study required before admission to practice, and that conventional courtesy to each other which naturally springs from the faith and respect of the rest of society for their fraternity. I believe that the notion is quite prevalent in the American Bar that deep and solid research is not so much esteemed, not is it so marketable as verbosity, kindly termed fluency—and audacity, misnamed confidence or self-reliance. Can it be denied that many of the lawyers in America, especially those in New-York, whose names are oftenest before the public, and who realize large incomes are not the men whom the learned and good esteem and associate with.

are oftenest before the public, and who realize large incomes are not the men whom the learned and good esteem and associate with.

A few words about Railroads; As the Parliamentary agent has lately made up his quarterly report from which we learn that there are finished and in use in Great Britain 9000 miles; which cost seventeen hundred millions of dollars, or say eighty thousand dollars per mile, producing an average dividend of three per cent.

Of course many of the roads earn nothing, and among them is one running from Ambergate to Rousley, in Derbyshire, on which you are startled and puzzled when the train stops at a certain station, to bear the guard cry, "What I stand well?" My companion explained. In former days a bridge was erected there which shortly fell, and, being rebuilt, fell down again. The simple people became alarmed, but resolved on trying it once more, and as it stood and still stands firmly, in pleasant interrogatory it was addressed: "What! stand well?" and that is the way it got its name.

"What! stand weil!" and that is the way it got its name.

A few days ago I inquired at one of the thousand old book shops for any of Swedenborg's books, and was told by the old man that there was of late a great inquiry for Swedenborg's works, but that none were offered for sale. From thence I went to visit the tomb of the greatest man of learning and piety of whom there is any record. Swedenborg died in London in 1772, and was buried in the vault of the Swedensh Lutheran Chapel in Princes square, Ratcliffs Road City. It is a quiet, neat little square, not more than eighty yards on a side, and the little chapel surrounded by two strong iron railings, stands in the middle of the church yard. Two old Swedes in attendance unlocked the great gates and door of the Chapel, and we entered the prettiest place of worship I remember to have seen. On the northern side wall there is a neat white marble tablet erected to Swedenborg, and the guide pointed out to us the exact spot where his remains lie in three huge coffins. We learned that the number of visitors to the tomb was yearly increasing, and although his doctrines and faith were not quite in harmony with those of the Lutherans, that, nevertheless, his memory was much revered by this congregation. The house where he last lived and died was in the neighborhood, but is not exactly known, so little notice was taken of him in London; for he lived in great modesty and quietude, occupied with his imperishable works which now are attracting the attention of wise people of all lands.

-Dr. Doy, who was rescued from the St. Joseph, Mo., jail by a handful of men, has returned to Rockes

ter, his former home.